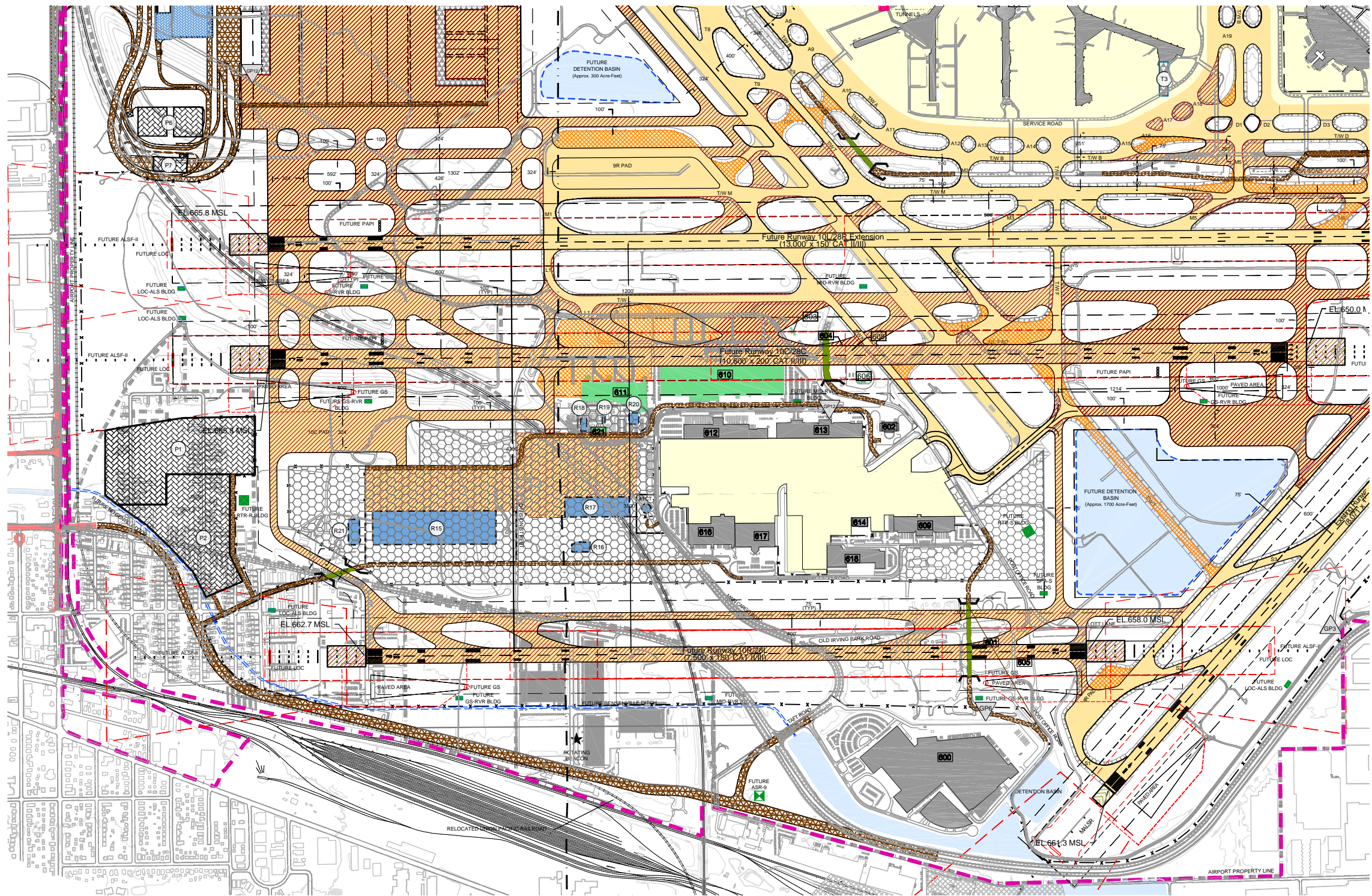


5. Support Facilities - South Airfield

Development of Runway 10C-28C will require the relocation of various tenant and airport facilities in the Southwest Cargo Area. Furthermore, the development of Runway 10R-28L will require the relocation of roadway access to this area. The OMP proposes relocation of these facilities “in-kind,” with general sites defined in the plan for each specific facility. Ultimately, however, the size and location of many of these facilities will be coordinated with the various tenants to ensure that replacement facilities meet current and anticipated operational needs. As such, the facilities presented in the OMP are representative in nature, and may change during the course of the development process. The ultimate facility plan in this area will be subject to FAA airspace review and will comply with FAR Part 77 regulations and Airport Traffic Control Tower (ATCT) Line-of-Sight requirements established in agreement with the FAA. However, the proposed facility relocations will fall within the areas designated for aviation-related development, and this area can be considered the potential area of impact. **Exhibit 20** presents the OMP plan for the South Airfield Area. The following lists specific relocations and developments depicted in the plan:

- The Taft Road entrance will be closed beyond the Post Office and a new entrance to the Southwest Cargo Area will be developed off relocated Irving Park Road east of the Irving Park Road/York Road Intersection. This new access road will pass beneath the connector taxiway between Runway 10C and Runway 10R ends.
- Guard Posts #5 and 5A (Buildings #601 and 605) will be relocated to accommodate the new layout. New Guard Posts #6 and #12 are proposed to screen traffic entering the airside area at the end of Main Cargo Road and from the Post Office Complex, respectively.
- The Air Cargo Simulation Facility (Building #603) will be relocated west of existing FedEx Building #612 along the new service road. The proposed airside site is approximately 0.32 acres with a building footprint of 1,900 s.f.
- Lighting Utility (Building #604) and Electrical Utility (Building #608) buildings will be relocated in the same general areas as the Air Cargo Simulation Facility west of existing FedEx Building #612. The proposed airside site is approximately 0.50 acres with a building footprint of 6,717 s.f. and provides for contiguous development of these facilities similar to their current configuration.
- The Fueling Station (Building #606) will be relocated west of FedEx Building #612 along the new service road. The proposed airside site is approximately 2.23 acres.
- The United Airlines Cargo Building (Building #610) will be relocated west of the existing Southwest Cargo Area, south of Runway 10C-28C. The proposed facility provides 465,245 s.f. of building, 615,600 s.f. of apron and 216,700 s.f. of truck docks/parking on 32.48 acres, based on replacement in-kind of existing facilities. Aircraft access to the facility will be provided by the south parallel taxiway to Runway 10C-28C. Airside vehicle access is provided via the new service road along the north edge of the cargo area, and landside access is provided by the relocated cargo area access road.



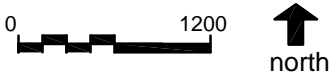
FUTURE FACILITY LIST		
(P1)		FUTURE EMPLOYEE PARKING
(P2)		FUTURE LONG TERM PARKING
(P6)		FUTURE LIMO STAGING
(P7)		FUTURE TAXI STAGING
(R15)	610	FUTURE UAL CARGO BLDG
(R16)	621	FUTURE FEDERAL EXPRESS MAINTENANCE BLDG
(R17)	611	FUTURE FEDERAL EXPRESS METROPLEX BLDG
(R18)	604	FUTURE SOUTH AIRFIELD LIGHTING VAULT & ELECTRICAL UTILITIES
(R19)	603	FUTURE AIR CARGO SIMULATION FACILITY
(R20)	606	FUTURE FUELING STATION
(R21)	527	FUTURE DELTA AIR FREIGHT
(T3)		FUTURE K CONCOURSE EXTENSION

EXISTING FACILITY LIST		
	600	U.S. POST OFFICE
	601	POST #1 GUARDBOUSE
	602	ARFF STATION #1
	605	POST #5A GUARDBOUSE
	609	AAL CARGO
	612	FEDERAL EXPRESS FREIGHT
	613	NORTHWEST CARGO
	614	UNITED PARCEL SERVICE
	616	LUFTHANSA CARGO
	617	AIR FRANCE CARGO
	618	KLM ROYAL DUTCH CARGO

- LEGEND**
- FUTURE AIRPORT PROPERTY LINE
 - EXISTING AIRPORT PROPERTY LINE
 - COUNTY LINE
 - RUNWAY PROTECTION ZONE
 - RUNWAY SAFETY AREA
 - OBJECT FREE AREA
 - AIRCRAFT OPERATIONS AREA (AOA)
 - RUNWAY VISIBILITY ZONE
 - GLIDE SLOPE CRITICAL AREA
 - LOCALIZER CRITICAL AREA
 - FUTURE AIRPORT TRANSIT SYSTEM
 - AUTOMATED PEOPLE MOVER SYSTEM (UNDERGROUND)
 - RELOCATED RAILROAD
 - GP3 EXISTING GUARD POSTS
 - GP3 FUTURE GUARD POSTS
 - EXISTING AIRFIELD PAVEMENT
 - FUTURE AIRFIELD PAVEMENT
 - AIRFIELD PAVEMENT DEMOLITION
 - EXISTING APRON PAVEMENT
 - EXISTING AIRPORT BUILDING
 - FUTURE TERMINAL BUILDING
 - EXISTING AIRPORT BUILDINGS IN AOA TO BE RELOCATED
 - RELOCATED AIRPORT BUILDINGS PREVIOUSLY IN AOA
 - FUTURE AIRPORT FACILITY
 - FUTURE AVIATION DEVELOPMENT
 - FUTURE ROADWAYS
 - FUTURE TUNNELS
 - FUTURE STRUCTURED PARKING
 - FUTURE SURFACE PARKING
 - FUTURE COLLATERAL DEVELOPMENT
 - CURRENTLY-PLANNED NON-AIRPORT ROADWAY PROJECT

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 20



South Airfield Area

- The FedEx Metroplex & Maintenance (Buildings #611, 619, 620, & 621) will be relocated west of the existing cargo area adjacent to the relocated United Airlines Cargo Facility. Specifically, Building #611 (166,477 s.f.), Building #619 (288 s.f.), Building #621 (18,874 s.f.), associated apron area (914,629 s.f.) and combined truck/employee parking (649,859 s.f.) will be relocated on a 40.82 acre site based on a replacement in-kind approach. Aircraft access to the facility will be provided by the south parallel taxiway to Runway 10C-28C. Airside vehicle access is provided via the new service road along the north edge of the cargo area, and landside access is provided by the relocated cargo area access road.
- Service road modifications, and the extension of the tunnel under new Runway 10C-28C, will occur to facilitate the movement of vehicles from the reconfigured cargo area to the Terminal Core Area and West Terminal Area.
- The proposed relocation of the Delta Cargo Building presented under the World Gateway Program is revised to permit development of Runway 10R-28L. Instead of being developed south of the KLM Cargo (Building #618), the facility is proposed west of the relocated United Airlines Cargo Facility.
- A site for development of a supplemental ATCT is provided adjacent to the relocated FedEx Metroplex. Development of this ATCT is necessitated by Runway 10R-28L and will be coordinated with the timing for development of that runway. The ultimate location and characteristics of this facility will be subject to ATCT Line-of-Sight requirements established in coordination with FAA.
- The relocated Airport Surveillance Radar (ASR) and Rotating Beacon are proposed to be sited along Irving Park Road near the Taft Road entrance. ASR relocation is necessitated by development of the West Terminal. The ultimate location of these relocated facilities is being coordinated with appropriate FAA representatives.
- Additional area for aviation-related development is also depicted. This area could accommodate growth in addition to in-kind replacement, or modifications to the proposed development as presented, and should be considered the extent of the potentially impacted area. Development ultimately defined in this area will comply with FAR Part 77 regulations and be subject to further FAA airspace review.

Table 5 provides a listing of impacted/relocated facilities in the South Airfield Area including additional detail on facility characteristics.

Table 5
Impacted/Relocated Cargo Facilities

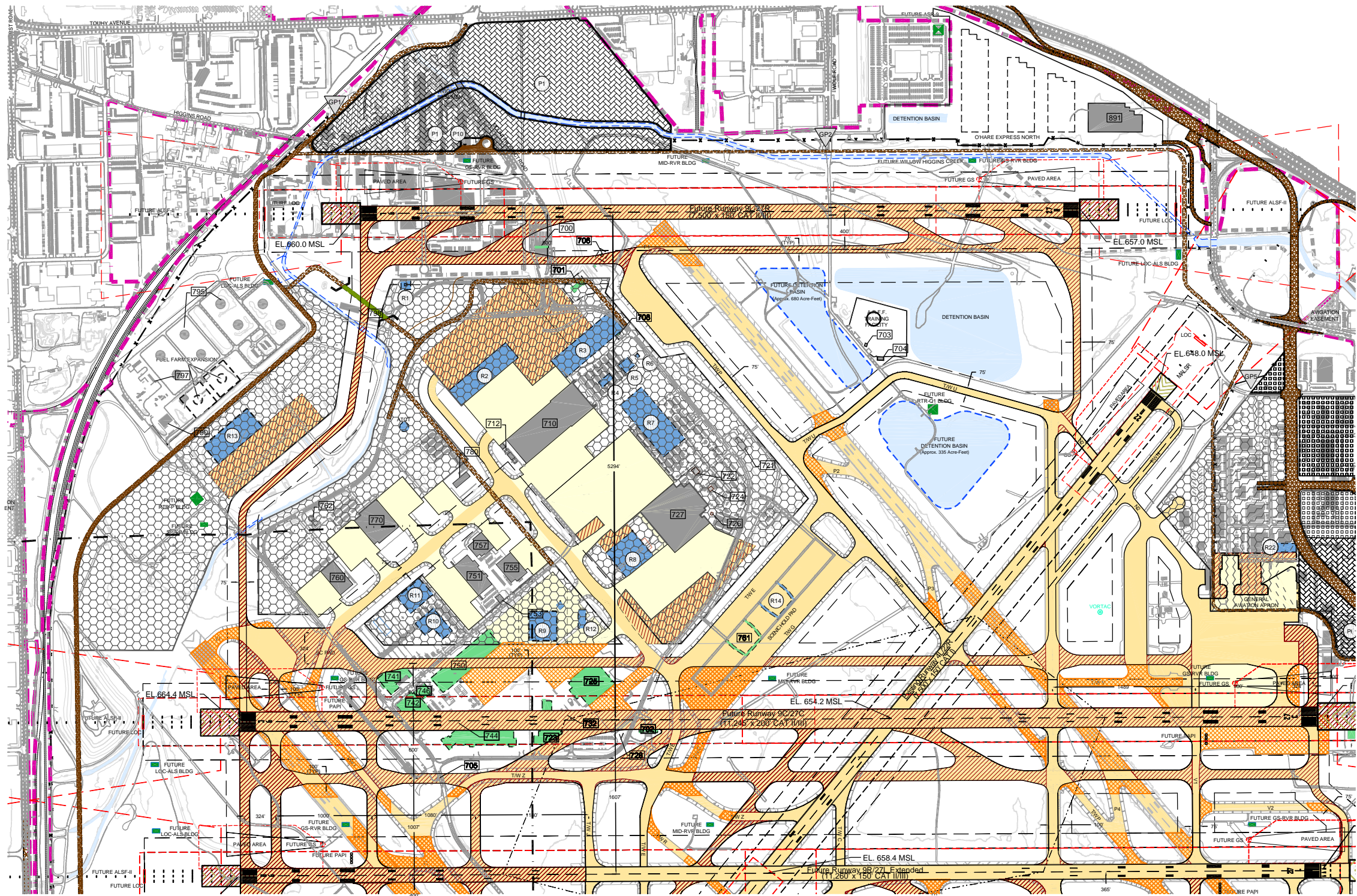
Building Number/Name	Property Use	Existing Site Area (sf)	Existing Site Area (acre)	Existing Building Area (sf)	Existing Apron Area (sf)	Existing Truck Dock Area (sf)	Existing Employee/Visitor Parking Area (sf)	Existing Truck Parking Area (sf)	Existing Combined Truck Dock, Parking, and Employee/Visitor Parking (sf)
601 / Guard Post #5	Safety/Security	-	-	-	-	-	-	-	-
603 / Air Cargo Simulation	Cargo	13,800	0.32	1,900	-	-	-	-	-
604 / Lighting Utility	Utilities	21,880	0.50	6,717	-	-	-	-	-
605 / Guard Post #5A	Safety/Security	-	-	-	-	-	-	-	-
606 / Fueling Utility	Utilities	97,229	2.23	264	-	-	-	-	-
608 / Electrical Utilities	Utilities	2,406	0.06	-	-	-	-	-	-
610 / UAL Cargo	Cargo	1,414,627	32.48	465,245	615,600	102,000	114,700	-	216,700
611, 619, 620, 621 / FedEx Metroplex & Maintenance	Cargo	1,778,110	40.82	185,639	914,629	32,376	142,290	475,193	649,859
Total		3,328,052	76.41	659,765	1,530,229	134,376	256,990	475,193	866,559

Source: 1994 Photogrammetry Base Map (1993 photography/1994 transfer to digital CAD format); 2002 Photogrammetry; and CAD Services.
Prepared by: Ricondo & Associates, Inc.

6. Support Facilities - North Airfield

Development of Runway 9L-27R and Runway 9C-27C will require the relocation of several facilities in the Northwest Maintenance Area. Additionally, roadway access to the area from the north will require relocation to allow for the new runway development. The OMP proposes relocation of these facilities “in-kind”, with sites defined in the plan for each specific facility. Ultimately, however, the size and location of many of these facilities will be coordinated with the various tenants to ensure that replacement facilities meet current and anticipated operational needs. As such, the facilities presented in the OMP are representative in nature, and may change during the course of the development process. The ultimate facility plan in this area will be subject to FAA airspace review and will comply with FAR Part 77 regulations and ATCT Line-of-Sight requirements established in agreement with the FAA. However, the proposed facility relocations will fall within the areas designated for aviation-related development, and these areas can be considered the potential areas of impact. **Exhibit 21** presents the OMP plan for the North Airfield Area. The following lists specific relocations and developments depicted in the plan.

- The Mount Prospect Road entrance will be relocated west through the RPZ of Runway 9L-27R.
- DOA Communications Building (Building #701) will be relocated south of its existing location. The proposed site is approximately 1.52 acres with a building footprint of approximately 7,846 s.f.
- Guard Post #1 (Building #700) will be relocated northwest of its existing location along with the Mount Prospect Road relocation.
- ARFF #2 (Building #702) will be relocated northwest of its existing location. The proposed site is approximately 2.26 acres with a building footprint of approximately 15,261 s.f.
- Guard Post #2 (Building #705) will be removed as part of the new layout.
- Explosive Chamber (Building #706) will be relocated west of its existing location in the northwest corner of the maintenance area. The planned site is approximately 10,000 s.f. with a building area of 625 s.f.
- The American Airlines Ground Equipment Maintenance Building (AAL GEM) and Pump House (Buildings #723 and 732) will be relocated north of their existing location. The proposed site is approximately 6.69 acres with a building footprint of approximately 82,469 s.f. and provides for contiguous development of these facilities similar to their current configuration.
- American Airlines Hangar #2 (Building #725) will be relocated adjacent to the existing-to-remain American Airlines Hangar #1 (Building #727). An apron area of 409,197 s.f. for Hangar #2 will be added to existing apron used by Hangar #1 for a total apron area of 1,530,595 s.f. AAL GEM and Pump House are nearby, allowing for American Airlines facilities to remain in close proximity.
- Sanitary Unit (Building #728), located on a site area of 10,507 s.f., may be sealed and closed or relocated if necessary.



FUTURE FACILITY LIST		
(P1)		FUTURE EMPLOYEE PARKING
(R10)	700	NORTHWEST EMPLOYEE LOT CHECKPOINT
(R1)	706	FUTURE EXPLOSIVE CHAMBER
(R2)	750	FUTURE UAL HANGAR 5/5A
(R3)	744	FUTURE UAL GROUND EQUIP. MAINTENANCE BLDG
(R4)	701	FUTURE DOA COMMUNICATIONS CENTER
(R5)	746	FUTURE UAL OFFICE AND MEDICAL PERSONNEL BLDG
(R6)	708	FUTURE COMMONWEALTH EDISON SUBSTATION
(R7)	511	FUTURE SKY CHEF FLIGHT KITCHEN
(R8)	725	FUTURE AAL MAINTENANCE HANGAR #2
(R9)	723	FUTURE AAL GROUND EQUIP. MAINTENANCE BLDG &
	732	PUMP HOUSE
(R10)	741	FUTURE DOBBS FLIGHT KITCHEN #1
(R11)	742	FUTURE DOBBS FLIGHT KITCHEN #2
(R12)	702	FUTURE A.R.F.F. STATION #2
(R13)	510	FUTURE LYNX AIR CARGO
(R14)	761	FUTURE GROUND RUN-UP ENCLOSURE
(R22)	521	FUTURE SIGNATURE FLIGHT SERVICES TERMINAL

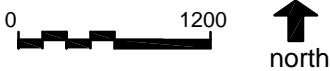
EXISTING FACILITY LIST		
	703	ARFF TRAINING CONTROL CENTER BUILDING #1 &
	704	PUMPHOUSE BUILDING #2
	705	POST #2 GUARDHOUSE
	710	UAL SERVICE CENTER AND
	712	BOILER & PUMPHOUSE
	721	LIGHTING UTILITY
	727, 724 & 726	AAL HANGAR #1, FIRE PUMP HOUSES & TRITURATOR
	728	SANITARY UTILITY
	751	DELTA HANGAR
	753	PUMP HOUSE UTILITY
	755	NORTHWEST MAINTENANCE
	757	UAL MAINTENANCE
	760	NORTHWEST/AMERICAN MAINTENANCE
	770	UAL MAINTENANCE &
	762	PUMPHOUSE
	780	CONTINENTAL VEHICLE MAINTENANCE
	795, 790 & 797	FUEL FARM, AGI (LOCKHEED) & FIRE PUMP HOUSE
	798	AIRPORT REPAIR & CONSTRUCTION (ARC) COMPLEX

LEGEND

- EXISTING GUARD POSTS
- FUTURE GUARD POSTS
- EXISTING AIRFIELD PAVEMENT
- FUTURE AIRFIELD PAVEMENT
- AIRFIELD PAVEMENT DEMOLITION
- EXISTING APRON PAVEMENT
- EXISTING AIRPORT BUILDING
- FUTURE TERMINAL BUILDING
- EXISTING AIRPORT BUILDINGS IN AOA TO BE RELOCATED
- RELOCATED AIRPORT BUILDINGS PREVIOUSLY IN AOA
- FUTURE AIRPORT FACILITY
- FUTURE AVIATION DEVELOPMENT
- FUTURE ROADWAYS
- FUTURE TUNNELS
- FUTURE STRUCTURED PARKING
- FUTURE SURFACE PARKING
- FUTURE COLLATERAL DEVELOPMENT
- CURRENTLY-PLANNED
- NON-AIRPORT ROADWAY PROJECT

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 21



North Airfield Area

- Dobbs Flight Kitchens # 1 & 2 (Buildings #741 and 742) will be relocated north of their existing location. The proposed site is approximately 4.86 acres with building footprints of approximately 59,081 s.f. (Kitchen #1) and 55,630 s.f. (Kitchen #2), and provides for contiguous development of these facilities similar to their current configuration.
- United Airlines Ground Equipment Maintenance (UAL GEM, Building #744) will be relocated north of its existing location, adjacent to existing Maintenance Building (Building #710). The proposed site is approximately 13.35 acres with a building footprint of approximately 162,300 s.f.
- UAL Office & Medical (Building #746) will be relocated northeast of UAL Maintenance Complex. The planned site provides 1.67 acres and a building area of 13,183 s.f.
- UAL Hangar 5/5A (Building #750) will be relocated north of its existing location adjacent to UAL Maintenance (Building #710) and relocated UAL GEM (Building #744). The proposed site is approximately 25.94 acres and provides 159,260 s.f. of building area and 837,447 s.f. apron.
- The Ground Run-Up (Building #761) will be relocated northeast of its present location along the existing scenic hold pad.
- The Airport Repair & Construction (ARC) Complex (Building #798) will be relocated, if necessary, adjacent to its existing location.
- A site for development of a supplemental ATCT is provided on the northwest side of the Northwest Maintenance Area. Development of this ATCT is necessitated by new Runway 9L-27R and will be coordinated with the timing for development of that runway. The ultimate location and characteristics of this facility will be subject to ATCT Line-of-Sight requirements established in coordination with FAA.
- In addition to the relocated employee parking spaces provided in conjunction with the impacted/relocated buildings in the Northwest Maintenance Area, the plan provides for a consolidated employee parking lot on the northwest side of the Airport. Although timing for the development of this facility has not yet been defined, this consolidated facility provides an opportunity for the ultimate relocation of all employee parking from within the Northwest Maintenance Area to an area outside of the Airport Operations Area. A total of 65.58 acres are provided in this area to accommodate growth in addition to in-kind replacement of employee parking.
- Other planned facilities, including the relocated Lynx Cargo, Fuel Farm expansion, and relocated Sky Chefs Kitchen, remain generally as proposed under the WGP.
- Relocation of the recently completed General Aviation Facility north from its current site will be required to allow for the development of Runway 9C-27C.
- A service road system connecting the Northwest Maintenance Area with the West Terminal and subsequently the Core Terminal Area will be developed. This service road will replace a portion of Tank Farm Road, which will be closed to allow development of Runway 9C-27C, and the extension of Runway 9R-27L. The service road will run from the Fuel Farm to the West Terminal parallel to York Road, and east under Runway 14R-32L to Tank Farm Road.
- Additional area for aviation-related development is also depicted, both in the Northwest Maintenance Area and on the former Military Site. This area could accommodate growth in addition to the in-kind replacement, or modifications to the proposed development as presented.

Table 6 provides a listing of impacted facilities in the North Airfield Area including additional detail on facility characteristics.

Table 6

Impacted/Relocated North Maintenance Facilities

Building Number/Name	Property Use	Existing Site Area (sf)	Existing Site Area (acre)	Existing Building Area (sf)	Existing Apron Area (sf)	Existing Truck Dock Area (sf)	Existing Employee/Visitor Parking Area (sf)	Existing Truck Parking Area (sf)	Existing Combined Truck Dock, Parking, and Employee/Visitor Parking (sf)
700 / Guard Post #1	Security/Safety	280,610	6.44	5,781	-	-	-	-	-
701 / DOA Communications	Airline Support	66,317	1.52	7,846	35,145	-	24,237	-	24,237
702 / ARFF #2	Security/Safety	98,444	2.26	15,261	-	-	8,014	-	8,014
705 / Guard Post #2	Safety/Security	-	-	-	-	-	-	-	-
706 / Explosive Chamber	Security/Safety	10,000	0.23	625	-	-	-	-	-
708 / ComEd Distribution	Utilities	13,800	0.32	1,333	-	-	-	-	-
723, 732 / AAL GEM and Pump House	GSE Maintenance	291,552	6.69	82,469	166,553	-	13,874	-	13,874
725 / AAL Hangar #2	Aircraft Maintenance	904,249	20.76	123,696	409,197	-	161,287	-	161,287
728 / Sanitary Utility	Utilities	10,507	0.24	1,094	-	-	-	-	-
741 / Dobbs Flight Kitchen #1	Flight Kitchen	87,559	2.01	59,081	-	-	-	-	-
742 / Dobbs Flight Kitchen #2	Flight Kitchen	123,937	2.85	55,630	-	-	-	-	-
744 / UAL GEM	GSE Maintenance	581,373	13.35	162,300	225,290	-	73,310	-	73,310
746 / UAL Office & Medical	Airline Support	72,644	1.67	13,183	-	-	26,049	-	26,049
750 / UAL Hangar 5/5A	Aircraft Maintenance	1,129,810	25.94	159,260	837,447	-	89,265	-	89,265
761 / Ground Run-up	Aircraft Maintenance	72,695	1.67	1,500	71,195	-	-	-	-
Remote Terminal Parking – North		-	-	-	-	-	1,026,547	-	1,026,547
Total		3,743,497	85.95	689,059	1,744,827	-	1,422,583	-	1,422,583

Source: 1994 Photogrammetry Base Map (1993 photography/1994 transfer to digital CAD format); 2002 Photogrammetry; and CAD Services.
 Prepared by: Ricondo & Associates, Inc.

7. Landside and Airport Access

The landside and airport access improvements associated with OMP are primarily needed to support development on the west side of the Airport, including the new West Terminal. The ALP contains numerous future elements on the east side of the Airport as well. Many of these east side elements were contained on the approved May 2002 ALP, some of which have been refined during the OMP planning effort. The following discusses landside and airport access elements to accommodate growth projected for the OMP planning horizon, and summarizes, where appropriate, other landside and airport access elements contained on the previously approved ALP as well as identifying whether they have been refined during OMP planning.

7.1 Terminal Curbs

OMP includes the development of terminal curbs associated with New Terminal 7. Several other terminal curb improvements, as depicted on the approved May 2002 ALP and identified below, will remain as identified in previous programming efforts. The following summarizes anticipated future development efforts for all terminal curbs at O'Hare.

- **Existing Terminal 1** – The Terminal 1 curb will remain configured as it is today.
- **Existing Terminal 2** – The Terminal 2 curb will remain configured as it is today.
- **Existing Terminal 3** – The Terminal 3 curb will remain configured as it is today.
- **New Terminal 4** (as depicted on the approved May 2002 ALP) – Terminal 4, to remain as depicted on the approved May 2002 ALP, replaces existing Concourse L and connects to Terminal 3, allowing the integration of operations at both terminals. The approved May 2002 ALP includes redevelopment of a portion of the Terminal Core roadway in front of Terminal 4 as a curbfront supporting this new terminal.
- **Existing Terminal 5** – The Terminal 5 curb will remain configured as it is today.
- **New Terminal 6** (as depicted on the approved May 2002 ALP) – The curb for the proposed Terminal 6 will be configured as presented in the approved May 2002 ALP. To summarize, Terminal 6 will have an upper level (departures) and a lower level (arrivals) roadway. These curbs will extend the entire length of the terminal. The lower level curb will have three sets of lanes. The inner lanes (three) will accommodate city taxis and rental car buses, the middle lanes (two) will carry suburban taxis, limos and shuttles, and the outer lanes will carry private vehicles and vehicles from Terminal 5 exiting the Airport. The upper level will have four to five lanes. Access to and from the Terminal 6 curb areas will be configured as presented in the approved May 2002 ALP.
- **New Terminal 7** – The proposed West Terminal (Terminal 7) will have a similar curb layout as exists in the Core Terminal Area today. There will be an upper (departures) level roadway and a lower (arrivals) level roadway along the face of the 680-foot terminal. The upper level will have two sets of lanes, the first set having four lanes and the second set having three lanes. The lower level will have two sets of lanes with four lanes in each set.
- **Existing Bus/Shuttle Center** – The Bus/Shuttle Center curb will remain configured as it is today.

7.2 Roadways

7.2.1 On-Airport Public Roadways

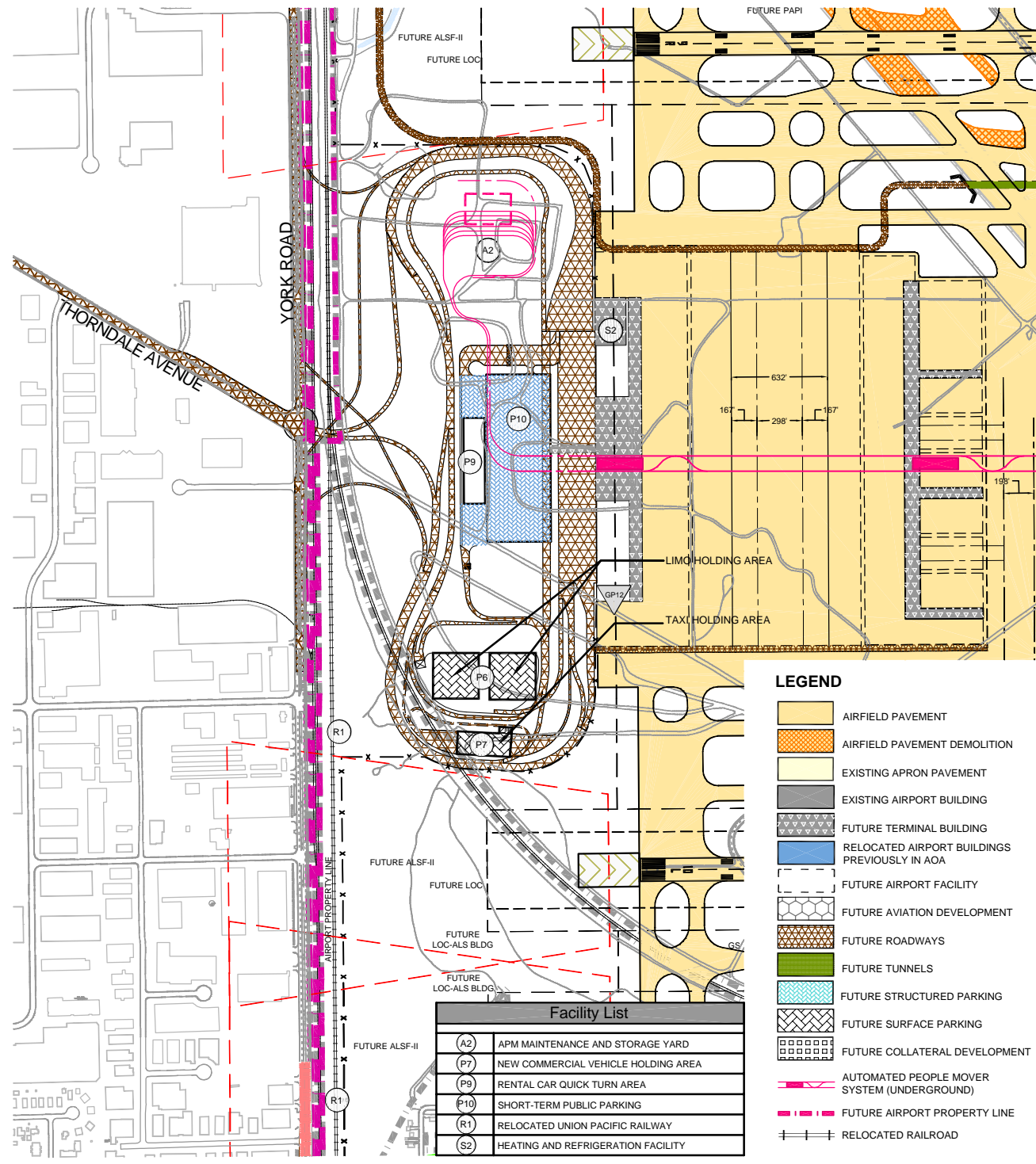
The on-airport public roads on the east side of the Airport will operate much as they do today. The following major changes to the east side on-airport public roads are included on the approved May 2002 ALP:

- Terminal 6 curbside roadways and new Terminal 5/6 access and egress roadways;
- New ramps and intersections at Bessie Coleman Drive and I-190;
- Upgrade of I-190 west of Bessie Coleman Drive (airport portion of I-190);
- Westerly relocation and widening of the northern portion of Bessie Coleman Drive to Higgins Road;
- Westerly extension of Zemke Road to relocated Bessie Coleman Drive;
- Fly-over ramp from Bessie Coleman Drive to southbound Mannheim Road;
- Closing of the East Cargo Road and the northern part of Spine Road; and
- Reconfiguration of the Terminal Core Roadways to provide curbside at new Terminal 4.

The alignment of Bessie Coleman Drive in the area of the Mannheim Road fly-over ramp intersection has been refined under OMP to prevent penetration of Runway 9C-27C Part 77 surfaces.

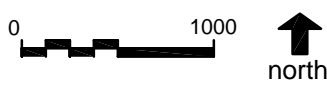
The public roadways to serve the new West Terminal will include a new direct access between the West Terminal's supporting terminal roadway system and the Thorndale Avenue/York Road intersection. The connections between the West Terminal roadways and the Thorndale Avenue/York Road intersection area will include both tunnel sections under the relocated Union Pacific and Canadian Pacific rail corridors and fly-over bridge sections over the rail corridors. Free flow access will be provided between these roadways and the West Terminal roadways. The West Terminal roadway system, depicted in **Exhibit 22**, will include the following elements:

- Access and egress roadway connections between the Thorndale Avenue/York Road intersection area and the arrival and departure level curbs;
- Roadway connections to the West Terminal landside support facilities including the parking garage, taxi staging area, bus/limo staging area, rental car area (including a quick-turn around facility or QTA), the heating and refrigeration facility, terminal service areas, etc.; and
- Recirculation roadway.



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 22



On-Airport West Terminal Roadway System

Drawing: Z:\Chicago\ORD\OMP\Ground Transportation\Project Definition Doc\Exhibits\Future - Ground Trans Exhibits.dwg Layout: Exhibit 22_Feb 03, 2003, 8:33pm

7.2.2 Off-Airport Public Roadways

Off-airport public roads on the east side of the airport will operate much as they do today. The major changes to off-airport public roads in or adjacent to the eastern portion of the Airport will be those changes depicted on the approved May 2002 ALP, including:

- Upgrade of I-190 from Bessie Coleman Drive to Cumberland Avenue (non-airport portion);
- Extension of Balmoral Avenue to Bessie Coleman Drive;
- Widening of Mannheim Road between Higgins Road and Irving Park Road;
- New ramp and intersections at Mannheim Road and I-190;
- New ramp and intersections at I-190 and I-294;
- New ramps between Mannheim Road and I-294; and
- Expansion of the I-90/Lee Street Interchange.

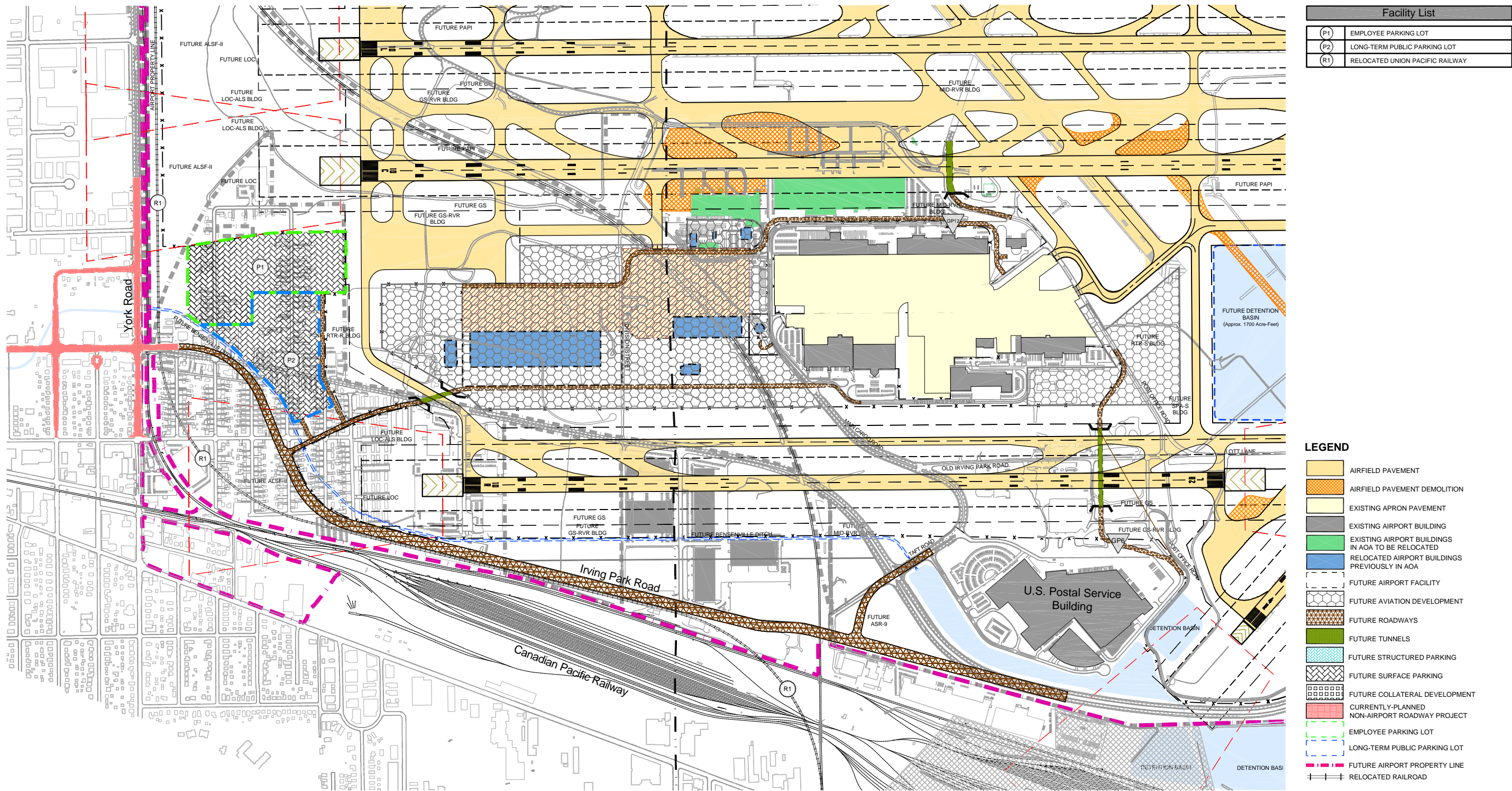
Off-airport roadway improvements on the west side of the Airport will include:

- Grade separation of Irving Park Road under the Canadian Pacific and realigned Union Pacific rail corridors and under York Road, as depicted in **Exhibit 23**;
- Southerly realignment of Irving Park Road between York Road and the U.S. Postal Service Building to allow for the construction of Runway 10R-28L; and
- Preservation of a significant amount of the right-of-way required for the future West O'Hare Bypass.

The Irving Park Road and York Road grade separation improvements depicted on the plan are consistent with the concept design presented in the City of Bensenville's Congestion Management and Air Quality (CMAQ) application to the Illinois Department of Transportation (IDOT). Elevation changes of structures supporting the grade separations of Irving Park Road, York Road, and the railroad lines have been considered in conjunction with the airfield/airspace operating requirements of Runway 10R.

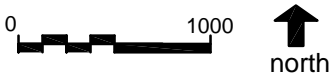
7.2.3 Southwest Cargo/Northwest Maintenance Area Roadway Improvements

Landside access roadway improvements in the Southwest Cargo Area will occur as a result of the realignment of Irving Park Road and the construction of Runway 10R-28L and supporting taxiways, and in the Northwest Maintenance Area as a result of the construction of Runway 9L-27R and supporting taxiways.



Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 23



Irving Park Road/York Road Interchange

Drawing: Z:\Chicago\ORD\OMP\Ground Transportation\Project Definition Doc\Exhibits\Future - Ground Trans Exhibits.dwg Layout: Exhibit 23 Feb 03, 2003, 8:35pm

O'Hare Modernization Program
Project Definition

Most of the existing roadway serving the Southwest Cargo Area will be abandoned. Access to the Southwest Cargo Area, and the employee and long-term public parking lots immediately to the west of the Southwest Cargo Area, will be provided from the west at an intersection with the realigned Irving Park Road, pass under the taxiway connecting the ends of Runways 10C and 10R, and continue in an easterly direction, south of the relocated and existing cargo buildings. Public access to individual cargo buildings not fronting this roadway will be provided from a second roadway that utilizes several segments of roadways currently in operation. Existing cargo facilities located south of the planned Runway 10R-28L will utilize existing roadways, but with a modified connection to Irving Park Road.

The service roadway providing access to the Northwest Maintenance Area will be modified significantly as a result of the development of Runway 9L-27R and supporting taxiways. Access from Touhy Avenue will remain in the same location at Mt. Prospect Road. On-airport, Mt. Prospect Road will be realigned to relocated Security Guard Post #1. At this point, access is controlled and the roadway becomes a secure service road. Modifications to the service road network are discussed in other sections of this document.

7.3 Public Parking

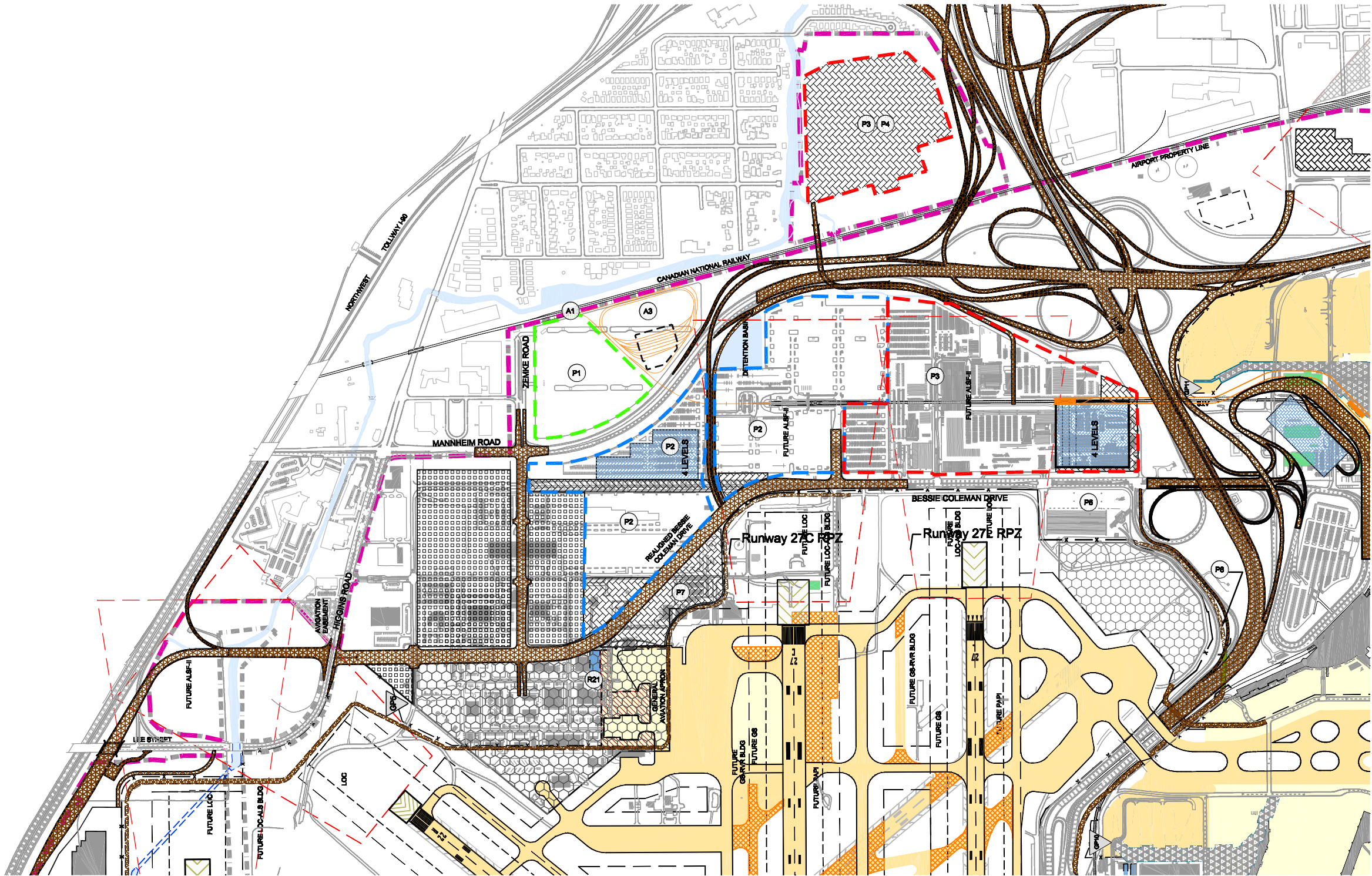
7.3.1 Short-Term Parking

Expansion of short-term (including daily) parking at Terminals 1, 2, and 3 and future Terminal 4 by expansion of the elevated parking structure into a portion of Parking Lots B and C is configured as presented in the approved May 2002 ALP. Short-term parking at Terminal 5 and future Terminal 6 will be maintained as presented in the approved May 2002 ALP.

Short-term parking will be provided immediately to the west of the new West Terminal (Terminal 7) in a parking structure. The ground level of this parking structure will be reserved for rental car operations and the remaining levels will be dedicated to public parking. Area for future expansion of this parking structure exists immediately to the south of the structure. Pedestrian access to the West Terminal is anticipated via a bridge at the fourth level of the parking structure and underground via a tunnel running under the terminal roadways.

7.3.2 Long-Term Parking

Long-term public parking for the Terminal Core Area and the East Terminal Area will be accommodated in the Northeast Quadrant of the Airport between Mannheim Road and realigned Bessie Coleman Drive. The long-term lot consists of the existing Remote Parking Lot E as well as expansion of this lot to the west. The location of the long-term parking lot, as well as the location of the proposed parking structure to be contained within the lot, have been adjusted in the OMP planning process. The parking structure has been relocated out of the RPZ for new Runway 9C-27C. Access between long-term parking in the Northeast Quadrant and the Core Terminal and East Terminal will be provided by the existing ATS system. **Exhibit 24** depicts development planned for the Northeast Quadrant of the Airport.

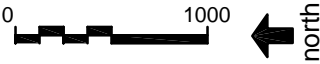


Facility List	
(A1)	NEW ATS STATION AT METRA TRANSFER STATION
(A3)	RELOCATED ATS MAINTENANCE / TEST TRACK FACILITY
(P1)	EMPLOYEE PARKING LOT
(P2)	LONG-TERM PUBLIC PARKING LOT
(P3)	CONSOLIDATED RENTAL CAR FACILITY
(P4)	RENTAL CAR STORAGE AND MAINTENANCE LOT
(P6)	EXISTING COMMERCIAL VEHICLE HOLDING AREA
(P7)	NEW COMMERCIAL VEHICLE HOLDING AREA
(P8)	COMMERCIAL VEHICLE HOLDING AREA RETURN ROADWAY
(R21)	GENERAL AVIATION

LEGEND	
	AIRFIELD PAVEMENT
	AIRFIELD PAVEMENT DEMOLITION
	EXISTING APRON PAVEMENT
	EXISTING AIRPORT BUILDING
	FUTURE TERMINAL BUILDING
	EXISTING AIRPORT BUILDINGS IN AOA TO BE RELOCATED
	RELOCATED AIRPORT BUILDINGS PREVIOUSLY IN AOA
	FUTURE AIRPORT FACILITY
	FUTURE AVIATION DEVELOPMENT
	FUTURE ROADWAYS
	FUTURE TUNNELS
	FUTURE STRUCTURED PARKING
	FUTURE SURFACE PARKING
	FUTURE COLLATERAL DEVELOPMENT
	CONSOLIDATED RENTAL CAR FACILITY
	EMPLOYEE PARKING LOT
	LONG-TERM PUBLIC PARKING LOT
	FUTURE AIRPORT PROPERTY LINE
	FUTURE AIRPORT TRANSIT SYSTEM

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

Exhibit 24



Northeast Quadrant Development

Long-term parking for the West Terminal will be accommodated in a surface lot immediately to the west of the Southwest Cargo Area, as depicted in Exhibit 23. Access between Terminal 7 and the long-term lot is provided along York Road, realigned Irving Park Road, and the new access roadway to the Southwest Cargo Area from realigned Irving Park Road. Additionally, access between the West Terminal complex and the East Terminals will be provided by use of the APM to Terminals 1 or 2 for secure passengers or via shuttle bus along the surface road network for non-secure passengers.

7.4 Airport Transit System and Secure Automated People Mover

The non-secure Airport Transit System (ATS) will be maintained as presented in the approved May 2002 ALP. The approved May 2002 ALP includes the addition of ATS stations at Terminal 6 and at the Metra Transfer Station, and the relocation of the O&M/test track facility to an area in the Northeast Quadrant, to accommodate the development of Terminal 6. Additionally, the approved May 2002 ALP contains a third new ATS stations at the proposed consolidated rental car facility location. Exhibit 24 depicts the relocated O&M/test track facility and new ATS stations at the consolidated rental car facility and at the Metra Transfer Station. Alternatives to provide a non-secure connection between the Core Terminal/East Terminal Complex and the West Terminal via a people mover (including options to extend the existing ATS) and/or an on-airport roadway were examined as part of the OMP refinement process. Though not currently proposed as part of the OMP, and thus not indicated in the ALP, these options are not precluded.

A new secure Airport People Mover (APM) system is proposed between the West Terminal and the East Terminals, connecting at the bases of Terminals 1 and 2. This system includes station locations at the main West Terminal facility, the satellite West Terminal concourse, and a single station that serves Terminals 1 and 2 with pedestrian walkways. Though not proposed as part of the OMP, the new secure-side APM system allows for a possible ultimate extension to Terminals 3 and 5 and future Terminals 4 and 6.

The APM O&M facility for the new secure APM system will be located in the infield area of the West Terminal roadway system, north of the short-term public parking structure.

7.5 Rental Car Facilities

Rental car operations on the east side of the airport will remain in the Northeast Quadrant of the Airport, similar to that contained in the approved May 2002 ALP. These facilities include a consolidated rental car facility (consisting of a structure and surface parking) served by a new ATS station, as well as a rental car storage and maintenance lot on a parcel located at the northeast corner of I-190 and the Canadian National Railway. The consolidated rental car facility and the rental car storage and maintenance lot are linked together by a dedicated non-public road and bridge over Mannheim Road. These facilities are depicted in Exhibit 24.

The West Terminal Complex is proposed to have a separate rental car operation located on the ground floor of the parking garage. This ready-car/ready-return area will be supported by a quick-turn around (QTA) maintenance facility located at the surface level immediately west of the parking structure. The QTA area for the West Garage rental car operation is depicted in Exhibit 22, which shows the on-airport West Terminal roadway system.

7.6 Public Transit

OMP does not include any public transit system projects. However, opportunities to extend the CTA to serve the West Terminal Complex as well as to provide for Metra access from the west are available. As the agencies responsible for those systems define specific options, they can be integrated with the Airport plans.

7.7 Commercial Vehicle Holding Areas

Holding areas for commercial vehicles will be provided on both the east and west sides of the Airport.

On the east side of the Airport, the Commercial Vehicle Holding Area (CVHA) will be maintained in its current location. The approved May 2002 ALP includes a CVHA return roadway, which is a dedicated roadway for commercial vehicles destined for the CVHA after they drop off passengers at the Upper Level Roadway in the Terminal Core. This roadway connection uses the old FIS road that runs between the ATS and I-190 under the taxiway bridges. A new tunnel connects this roadway under the I-190 and the CTA to the CVHA lot.

Staging for other commercial vehicles on the east side of the Airport will be provided along the west side of Bessie Coleman Drive, just north of Runway 27C, as depicted in Exhibit 24. These vehicles will access the terminals via the on-Airport roadway system.

On the west side of the Airport, staging for commercial vehicles will be provided within the terminal loop roadway. Access to and from the main terminal circulation roadways will be provided in a manner that facilitates quick response times to the terminal curbs. The circulation system for the West Terminal commercial vehicle holding area is shown in Exhibit 22, which depicts the on-airport West Terminal roadway system.

7.8 Employee Parking

Parking will be provided for employees working in the terminals, flight crews that require access to the terminals, as well as those working at various facilities around the Airport. Some employees working in the terminals and flight crews currently park in a lot in the Southeast Service Area, immediately west of the AMC Building. The employee lot in the Southeast Service Area, a surface lot accommodating approximately 1,134 parking stalls, will be maintained.

Additional parking for flight crews and employees working in the Core Terminal/East Terminal Complex is currently provided in the Northwest Maintenance Area. While some of this existing employee parking is impacted by the OMP, relocated parking areas are provided in conjunction with the impacted/relocated facilities in the Northwest Maintenance Area. In addition, the plan provides for a consolidated employee parking lot on the northwest side of the Airport. Although timing for the development of this facility has not yet been defined, this consolidated facility provides an opportunity for the ultimate relocation of all employee parking from within the Northwest Maintenance Area to an area outside of the Airport Operations Area. Space is provided in this area to accommodate growth in addition to in-kind replacement of employee parking.

Finally, a third surface parking lot will serve employees working in and flight crews departing from the Core Terminal/East Terminal Complex. This lot is located in the Northeast Quadrant, in northern portion of the former public long-term parking Lot F, as depicted in Exhibit 24. These employees

would depend on shuttle bus service, which would likely operate between this lot and the Kiss-n-Fly drop-off station at the Lot E ATS Station.

Parking for West Terminal employees and flight crews will be provided in a surface lot to the north of the long-term public parking lot supporting the West Terminal, in the southwest corner of the Airport, as depicted in Exhibit 23. A new access road to this lot is provided from the new service road entrance to the Southwest Cargo Area off realigned Irving Park Road, following the eastern boundary of the long-term public parking lot.

Parking for employees working in areas of the Airport other than the Terminals and the Northwest Maintenance Area will be provided onsite at each facility.

7.9 Railroads

The Union Pacific Railroad will be relocated from its current westerly alignment to an alignment similar to that of the Canadian Pacific Railroad, as shown in Exhibit 23. However, this rail corridor will continue to cross the existing rail yard on the south side of the airfield via a bridge section. This realignment is necessary to accommodate the extension of Runway 10L-28R, and the construction of Runways 10C-28C and 10R-28L.

The realignment of the Union Pacific rail corridor creates new challenges with respect to the Irving Park Road/York Road intersection that will be addressed with a new interchange system as described in Section 7.2.2, *Off-Airport Roadways*. The rail corridor realignment will rejoin the existing corridor in the same general area of the existing Union Pacific railyard overpass. The grade separation of the Union Pacific will begin at a point south of the existing Runway 10R centerline and OFA, will rise on embankments to a point almost due south of the Runway 10R end, then transition to a trestle, turn to a southerly direction, and cross the railyard. The elevation of the rail line, including an allowance of 23 feet for rolling stock on the rails, was assessed using TERPS and FAR Part 77 criteria. FAR Part 77 penetrations are expected, but no violations to TERPS surfaces were identified.